Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at http://about.jstor.org/participate-jstor/individuals/early-journal-content.

Mr. Crossland concludes: (1) That a program of race betterment covering years rather than months should be devised. (2) That in this plan the necessity for the negro himself to strive to help himself should be emphasized. (3) That factors in the slow rise of the negro are improvidence, unsteadiness, lack of ambition, and lack of race consciousness. Were this not true the negro would have risen as did the despised and persecuted Jew. (4) That the negro must secure industrial training, and that here the white man can contribute his share to the settlement of this national problem.

Ocean Traffic and Trade. By B. OLNEY HOUGH. Chicago: LaSalle
    Extension University, 1914. 8vo, pp. vi+432. $3.00.

This volume is designed as a textbook for use in correspondence courses, and is essentially technical in nature. The reader first learns the importance of coastwise and inland traffic as compared with foreign trade, and at the same time is warned of the difference in usages. Without going into the question of ship construction, the author next gives a brief description of ocean carriers, various shipping usages, weights, regulations, and all ships' papers. This leads to a treatment of seaport and terminal facilities in the United States, some features being criticized and compared with facilities abroad. The ocean trade routes are outlined, especial attention being given to the effect of the Panama Canal in shortening distances. All such matters as charters, freight rates, shipping agreements, pools and conferences, and marine insurance are discussed with considerable detail. With a view to aiding the shipper, directions are carefully outlined as to the procedure in handling export and import shipments.

A chapter is devoted to the history of the maritime policy of the United States, with arguments as to the cause of the present status of our merchant marine. For the purpose of aiding the American exporter, the author suggests what he considers the best method of winning foreign business, and developing export trade, while foreign credit and collections are compared to our own. Last of all is given an analysis of America's present opportunity and responsibility in the world's markets now that the European war has upset trade conditions in the entire world.

The table of contents is well outlined, facsimiles of shipping documents are inserted throughout the book, and the subject-matter is carefully summed up at the close of each chapter. The work is admirably suited for use as a textbook in a correspondence course. It may also be profitably used as a reference book in college work.

Unemployment. By A. C. PIGOU. New York: Henry Holt & Co.,
    1914. 18mo, pp. 256. $0.50.

Professor Pigou has addressed this book to the public unfamiliar with economic analysis; he has therefore sought to avoid technical terms while